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SATURDAY, DECEMBER 26, 1908.

大拜禮 號六廿月二十年十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds \$14,000,000
Total \$29,000,000

COURT OF DIRECTORS:
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MANAGER:
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HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 1 month, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 15th October, 1908.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MEX \$7,250,000
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ABOUT MEX \$7,250,000

HEAD OFFICE:
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LONDON OFFICE:
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LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
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BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 3 per cent. on daily balances and accepts Fixed Deposits at the following rates:
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" 6 " 3 1/2 " " "
" 3 " 2 1/2 " " "

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W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

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INCORPORATED BY ROYAL CHARTER, 1853.
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JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908.

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(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,750,000 (about £470,407).

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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 3 1/2 per cent. on daily balances.
Fixed Deposits 12 months 4 1/2 per annum.
Do, 6 do, 3 1/2 do.
Do, 3 do, 2 1/2 do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July, 1908.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA.
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TOKIO, CHEFOO, KOBÉ, TIENTSIN, OSAKA, PEKIN, NAGASAKI, NEWYUWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, LANYANG, SAN FRANCISCO, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

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On fixed deposit:
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" 6 " 4 1/2 " "
" 3 " 3 1/2 " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

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Direction der Disconto-Gesellschaft,
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Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
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INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

CHRISTMAS WEEK! CHRISTMAS WEEK!!

Remember there is such a place in TOWN, by name THE SAVOY, where you can obtain your Christmas Outfit at Cost Price.

Do not ponder over the offer.

Call and see with your own eyes and you will be satisfied.

Hongkong, 10th December, 1908.

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LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON AND ANTWERP VIA SICILIA 30th Dec. { Freight and Passage.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES Capt. C. H. Watkins, R.N.R.

SHANGHAI, MOJI, KOBÉ & NYANZA About 2nd Jan. { Freight and Passage.
YOKOHAMA Capt. H. B. Bradsen.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 26th December, 1908.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 91.

JUST RECEIVED

AXMINSTER PARQUET CARPETS.

Woven in one piece without seam
Exclusive Designs.

SUITABLE FOR DRAWING AND DINING ROOMS.

AXMINSTER, WILTON & BRUSSELS CARPETS.

Select Patterns. Made any size.

KENSINGTON ART CARPETS.

In various sizes. Artistic Designs.

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New Designs & Art Shades.

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Marsalas,

Madeiras,

Port,

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Vermouths,

Bitters,

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Ales, Beers and Stouts.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th December, 1908.

Hotels.

HOTEL PLEASANTON,

No 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th July, 1908.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

CHANG OF WHARE.
Commencing on and after the 1st January next, both Macao Steamers will use the WING LOK WHARE.

CANTON-MACAO LINE.

S.S. "HOI SANG"

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 27th December.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARE, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS (FIRST FLOOR),

opposite the Hongkong Hotel.

[6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 11st June, 1907.

A. F. DAVIES,

Manager.

FOR

LUXURY AND COMFORT,
FRESHNESS AND EXCELLENT
CUISINE,

STAY AT—

THE GRAND CARLTON HOTEL.

Hongkong, 5th December, 1908.

[790]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone, 170.

Telegrams "Astor."

[908]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

LOAN IN ABOYANCE.

[By courtesy of the "Shung Po".]

Peking, 25th December.

H.E. Chang Chih-tung (as already reported) contemplated the raising of a loan (with the British and Chinese Corporation) for the construction of the Hunan-Hupoh section of the Canton-Hankow Railway.

In consequence, however, of certain difficulties having arisen in the matter of the provision of sufficient securities for the loan, the flotation is held in abeyance.

MONGOL PRINCES.

DEPARTURE FROM PEKING.

[By courtesy of the "Shung Po".]

Peking, 25th December.

The Minister of the Interior, seeing that the stay of the Mongol Princes in the Capital is unduly prolonged, have urged them to return to their respective territories.

CONSTITUTIONAL GOVERNMENT.

EARLY INSTITUTION DESIRABLE.

[By courtesy of the "Shung Po".]

Peking, 25th December.

The Prince Regent proposes to shorten the period for the institution of constitutional government.

With that object in view he has consulted a certain Grand Councillor who suggested that Government might wait another year to ascertain the preparedness or otherwise of the Provincial administrations before deciding upon the inauguration of a Parliament.

EHO PARK.

A WISE REGENT.

[By courtesy of the "Shung Po".]

Peking, 25th December.

The Prince Regent has decided to do away with the expenditure for the maintenance of the Eho Park, and intends to appropriate the funds thus saved towards the reorganization of the Army.

[Reuters.]

Venezuela and Holland.

LONDON, 23rd December.

The Venezuelan Vice-President Gomez has arrested President Castro's brother for leading a conspiracy to assassinate him and seize the Government.

President Castro is charged with complicity.

The Vice-President has revoked the decree hampering trade with Caracas, which was the main cause of friction with Holland. This is regarded as the equivalent of a settlement.

The American warships *Montana* and *South Carolina* have sailed, presumably, for Venezuela.

The Increase of French Artillery.

The French Chamber is debating the Bill for the increase of the artillery.

General Picquart declared that it was impossible to remain inferior, as compared with a possible foe, though the French organization was superior to the German.

Later.

The Venezuela Trouble.

The Bank of Venezuela has telegraphed to Berlin and Paris cancelling President Castro's unlimited letter of credit.

Dr. Jose Paul, the ex-Foreign Minister, proceeds to Europe to settle disputes with the Powers.

Holland has telegraphed ordering the cessation of the naval demonstration.

The Opium Commission.

Mr. Mackenzie King, the Canadian delegate to the Shanghai Opium Commission, has arrived in London en route to India, where he will stay as long as possible on his way to Shanghai to investigate the opium question in India.

Telegrams.

France.

24th December.

The French Chamber has voted the Bill for the increase of the artillery.

Russia and Austria.

M. Izvolsky has issued a note to the Powers, in which he refers to the Austrian proposal for a preliminary exchange of the views of the Cabinets regarding the annexation of Bosnia and Herzegovina; the note points out that the principal difficulty hitherto has been the divergence of Austro-Russian views.

Russia was unable to agree to the suggestion that the conference should merely confirm any Austro-Turkish agreement, and the conference must define the new situation in Bosnia and Herzegovina.

Austria's new proposal involves considerable inconvenience, but Russia desiring to be conciliatory is not disposed to object to it.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 24th December.

Yesterday, a general meeting was held by the Canton-Hankow Railway Company at which there were present some two hundred shareholders. The meeting was convened in connection with the proposed further extension for the closing of the lists for the collection of the 2nd call on shares of the Company. Some of those present proposed to extend the date to the end of the 1st moon next year; others were in favour of the 2nd moon and still others suggested the 3rd moon. After considerable discussion, it was unanimously agreed that it should be extended to the end of the 2nd moon, and during the thirty days from the 15th day of this moon to the 15th day of the 1st moon, the collection should be suspended on the occasion of the Chinese New Year. After the question of the collection of the 2nd call on shares was settled, there was confusion and disorder on account of one of the members of the board of directors who dealt unsatisfactorily with the adjudication of the tenders for the work of removing stones and earth on the 8th section of the railway. The Hip On Company offered to do the job at \$1.30 for one cubic yard of stone and 16 cents for each yard of earth to be moved and to complete the work within a period of 14 months; while one Luen Sang offered to do the same at \$1.65 for one yard of stone and 15 cents for one yard of earth and to complete it in 12 months. The director rejected the former tender and awarded the contract to the latter. A letter from the Hip On Company, in which a complaint was lodged against the director, was read before the meeting. The director was severely censured by the majority of the shareholders present. It was afterwards agreed that both the contract should be refused and tenders will be again invited and opened on the 10th day of this moon.

ROBBERY ARREST.

Two days ago, three robbers, named Fung Yung, Pun Ah Kwan and Pun Ah Chiu respectively, who were accomplices of the robber Chit Luk Lan Ching, were arrested at Faisan and brought to Canton yesterday. These culprits have all pleaded guilty and are now waiting to receive their punishment.

JOURNAL DISCONTINUED.

The native paper styled the *Tung Shing* *Wai Po* (the *Daily News* of the Chamber of Commerce) has been rejected by the Canton Native Press Society and its membership has been cancelled for breach of the rules of the Society.

MAN KIDNAPPED.

On the 17th instant, a number of robbers attacked a man named Tam, in Sai-chui, who recently returned home from Annam. After ransacking the house, Tam was forcibly taken away and the robbers now demand a sum of \$5,000 for his release.

TRAIN ACCIDENT.

On the 21st instant, at 9 a.m., another railway accident occurred near the Three-Eye Bridge, where a lad of about 10 years of age was knocked down by a passing train returning to Shek-Wai-Tong from Faisan. The right leg of the unfortunate lad was cut through, and there is scarcely any hope for his recovery.

H.E. MAJOR-GENERAL BROADWOOD.

General Broadwood paid a visit to the Canton High Provincial College, where he was received by the masters of the college. The General afterwards inspected the classes.

H.E. Viceroy Chang Jen Chun proceeded to the Shamoo to return an official call on General Broadwood at the British Consulate at 11 a.m. this morning.

SUCCESSFUL CANDIDATE'S DEPARTURE.

The successful candidate for entrance into the newly-established Customs College at Peking will leave here to-morrow or the day after by the steamer *Kuanglei* for the North.

THE "FATSHAN" INCIDENT.

With reference to the attempt of the members of the Self-Government Society to boycott the steamer *Patshan*, the Viceroy has been asked to suppress the action and to deal with the ringleaders.

At St. Andrew's Church, Kowloon, to-morrow (First Sunday after Christmas) the Holy Communion will be administered at 8 a.m. Morning Prayer and Sermon at 11 a.m., attended (weather permitting) by the Church parade party of "H" Company, 2nd Batt. "The Buffs." Holy Baptism at 12.15. Sunday School 3 p.m. Evening Prayer and Sermon at 6 p.m. when the Rev. L. G. Jones, M.A., will officiate and preach. The offertories will be in aid of the Church Maintenance Fund, which has some heavy claims to meet in the near future. The Chaplain requests that contributions to the Church Funds intended for inclusion in the 1908 accounts and "testimonials" payments in arrears be sent before Dec. 31st or deposited in the offertory bags in marked envelopes.

BLAZING OIL SHIP.

BOMBARDED BY A FORT.

A MAGNIFICENT SPECTACLE.

We are now in a position to furnish our readers with full and accurate details of the destruction of the British oil steamer *Kalomo*, Captain Jackson, which called at Singapore from New York en route for Cuba and Swatow with 88,000 cases and 3,000 drums of kerosene, reports the *Singapore Free Press* of 18th inst.

The vessel had originally also a quantity of shells and fireworks on board, but these had been, fortunately, landed at the gunpowder magazine at Tanah Merah before the vessel moved to the dangerous petroleum anchorage behind Blakang Mati. When a representative of McAlister and Company left the ship at 4.15 p.m. on Wednesday all was well, but about fifteen minutes later smoke was discovered issuing from the reserve hold just abaft the bridge. Oil was stored here and it was seen that fire had broken out, though how it started is not known.

The HATCHES WERE BATTENED down and the officers and crew did everything in their power to combat the flames. They were powerless, however, and signals for assistance were flown. As dusk came on rockets were fired to attract attention. The gunners at Blakang Mati telephoned to the Master Attendant's office, and the agents and Tanjong Pagar were communicated with. The salvage steamer *Varuna* steamed out immediately and poured water into the ship. As it was feared that the oil tanks at Pulau Bukom would be endangered, the burning vessel was towed to Pasir Panjang, and anchored about three-quarters of a mile off the hospital. The sea cocks were opened in the engine room and one of the holds with a view to scuttling the vessel. Until 12.30 yesterday morning, the salvage steamer remained alongside pumping in water. The fire gained rapidly, however, and alarming explosions occurred. The fire had not yet reached hold number two, where most of the oil was stored, and it was momentarily feared that a severe explosion would occur here. It was not considered safe to remain alongside any longer, and the *Varuna* cast off and returned to Tanjong Pagar.

One of the harbour launchers, with Malay Marine policemen on board, remained in the vicinity of the whole night. The officers and crew were taken on to launches, and the men succeeded in removing most of their belongings. The crew were

TAKEN TO THE SAILORS' HOME, at two in the morning. The Captain and the Chief and Third Officers remained in the police launch. The ship's carpenter, a Russian Finn, seemed to become crazy with the excitement. He jumped off the launch and swam to the burning ship, boarded her, put all his belongings and a large quantity of provisions in a boat and cruised about in the vicinity, eventually making fast to a fishing-stake close by.

When morning dawned, the fire appeared to have subsided and less smoke was seen. The *Varuna* was sent for to punch a hole in the ship's side and sink her, as she still remained afloat.

Mr. F. W. Webb, Lloyd's Surveyor, and Captain Jackson, were in charge of the operations. Just before the arrival of the *Varuna*, about ten o'clock,

A BIG EXPLOSION.

shook the vessel from stem to stern, and flames poured from the ventilators in front of the engine room. A visit paid to the ship just before the explosion was full of interest. The ship was absolutely deserted, but in the officers' saloon, the table was still as it had been laid for dinner. Three canaries and some other personal belongings were taken away. An attempt was made to rescue three sheep, which were kept in cages abaft, but they were locked in and the doors could not be burst open.

The fire rapidly became worse and after a consultation, Mr. Webb and Captain Jackson decided that the only chance of saving the vessel was to sink her by firing a shot into her below the water line. There was no British warship in port, and Mr. Webb and Captain Jackson applied to the military authorities at Pulau Brani for assistance. It was desired if possible to take a gun out in a launch and put in a shot through the water line. The military authorities consented, promised to do their best. Their weapons were for war purposes, and the destruction would be great. Two signalers were taken on board Mr. Webb's launch from Blakang Mati, and a pot of paint from Keppel Harbour to make a mark on the water line for a target. The gunners at Fort Pasir Panjang were ordered to fire at the blazing vessel with a

SIX INCH QUICK-FIRER.

Thursday is the soldiers' holiday, but the gunners turned to willingly. An officer took charge of the battery. Captain Jackson and his second officer returned to their vessel and made fast a stout hawser to the stern. The ship was lying bows on the battery and in that position a shot would have raked her from stem to stern. The *Varuna* took the other end of the hawser and slowly steamed ahead, swinging the *Kalomo* broadside on to the fortress. The other launches steamed some distance away and one of them, towed off the carpenter's boat. A white bull's eye was painted on the water line, outside the number two hold. "Hoist a red flag when you want us to fire" signalled the battery. The *Varuna* kept the hawser tight to prevent the ship from drifting bows on again, and signalled to the fortress "Are we safe?" "Yes," was the cheerful reply of the men behind the long wicked-looking six-inch monster. There was some discussion as to whether the ship would blow up or not after she had been hit, and the salvage steamer was ready to be off at racing speed. Captain Davies had a man ready to cast loose the hawser, and as soon as if he had been under fire all his life. The salvage steamer was scarcely three hundred yards from the ship.

Up went the red flag to the masthead and there was a light among those on board. A

few seconds of silence followed, and 8.00-m went the gun on the hill two miles away.

A CLEAN SIX INCH HOLE was drilled through the ship's side a foot above the white painted hull. Not bad for the first shot! Flame spouted from the hole. The gunners had not quite got the range yet. Their second shot went high, and passed over the vessel and landed along the top of the calm water. The gunners were using solid shot so as not to do too much damage. A shell would have torn her side out. The third shot went clean through the white paint, just a fraction above the water line, but a fine shot. Then followed a pretty exhibition of shooting. Six times, running, the gunners planted solid shot on the same spot. The balls went through the ship as easily as if she had

BEEN AN EGG SHELL.

Captain Jackson was much affected when he saw the holes knocked in his fine eighteen-months' old ship. Captain Blanford, R.G.A., and Lieut. Cator, the Acting Master Attendant, came up in time to see the shooting. The flames raged more fiercely, and the whole of the fore part of the ship was ablaze, dense volumes of smoke pouring skywards. Explosion followed explosion and deck structures were thrown into the air. The flames were fanned by the current through the shot holes. The vessel seemed to be slowly settling down with a list to port. It could not be understood why she did not sink. The order was then given to cease firing and the flag on the *Varuna* talked to the fort and the bombardment stopped. It was not considered advisable to make too big a hole in the ship's side for fear the

BLAZING OIL WOULD POUR out and float into Tanjong Pagar with the tide. Nothing could be done for the doomed *Kalomo*, and it was decided to let her burn out or sink. When our representative left last evening, the forepart of the ship was a roaring mass of flame, and there seemed every likelihood that she will continue to burn for a considerable time. During the day a number of people came down to see the ship, their being quite a fleet of launches round her at different times. The novelty of the bombardment of a ship created a good deal of excitement on shore. The vessel is now lying about three-quarters of a mile from the shore, and the only danger now is if the burning oil should escape and come up on the tide. The police have left a launch to guard the ship and be ready to give immediate information should any further developments occur.

At nine o'clock the fore part of the ship was practically under water, though the fire was burning fiercely amidships.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamka and Rogge write in their fortnightly circular of 24th inst.:

The issue of this fortnight's circular is a day earlier owing to Christmas day intervening. The period under review has brought no improvement in freights, and as far as the South is concerned, the situation may be termed a "dead calm," whilst Northern business too is gradually becoming more and more dismal with rates further receding. Under these circumstances it seems strange, that there should be one trade in existence, for the accommodation of which sufficient tonnage cannot be readily found, and where charterers indeed have had to agree to an advance on previous rates of fully 25% and over, to cover urgent requirements. This has, however, actually happened in connection with coal chartering from Japan to this port, and is the main due to an exceptional scarcity in Eastern waters of large-sized tramp steamers. The rate from Moji, which during the whole of the year fluctuated with very low limits, has of a sudden jumped to \$7.70 per ton, and a boat from Muroran even obtained \$1.50.

From Saigon for prompt loading only one fixture is on record, viz. to Singapore at a lump sum figure, and very little fresh business is likely to come off until the new grain is fit for export. As to the coming harvest in Cochinchina, judging from latest mail advices, it promises to turn out a good average one, and unless abnormal rains play havoc with the standing crop, a satisfactory spring business may be looked for. The first shipments of new grain will likely be made towards the end of January.

Phuyen (Annam) to Manila has the fixture of a boat for cattle business.

One fresh charter has been arranged from Tallawah and Chafuo to Canton on basis of last rates.

Coal Freights: Fixtures from Sebatik (Borneo) to Saigon at \$2.50, Hongkong/Canton at \$1.45, Hongkong/Swallow at \$1.25, Molli/Hongkong at \$1.70, Muroran/Hongkong at \$2.50, and Wakamatsu/Canton at \$1.15. A local inquiry, placed on the London market for tonnage from Japan to Singapore at \$5.50, has failed to draw offers, neither have various Molli/Hongkong freights been responded to by home owners.

On "time" from some inquiry for February/March commencement two engagements have resulted. S.S. *Nord* is taken up by Saigon charterers, whilst *Nord* will be employed in the Nanchang trade.

Sail Tonnage Loading or to Load:—For Baltimore and/or New York:—Brit. bark *Lyndhurst*, 2,440 tons, arrived 14th September. Brit. bark *Daylight*, 3,599 tons, arrived 9th October. Sail Tonnage Disengaged:—Amer. Sch. *Annie E. Smith*, 745 tons, arrived 18th Dec. Departure of Sallars:—None.

WEEKLY SHARE LIST.

In their Weekly Share List, dated 24th inst., Messrs. Erich Georg & Co. write:—(Owing to the Christmas holidays, we issue our circular two days earlier than usual. Since issue of our last share report a moderate fall, however, has been done in a variety of stocks, and the market looks ready to drop for most of our securities. The demand has

To-day's Advertisement.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 9th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Persia*, due in London on 20th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 26th December, 1908.

ever, has been entirely for investment purposes, the speculative element with its attending time business being absent altogether. The sterling demand rate of exchange on London closes at 18.14, while rates on Shanghai, and *vice versa* are unchanged. Barsilver in London is quoted 224d., while Consols are given with £83 13/16, according to last Reuters' telegram. The rates of discount in London are unchanged.

Bank Shares.—Several small parcels of Hongkong and Shanghai have been done at \$845, but more shares are obtainable. Shanghai and London rates are unchanged. National Banks are firm at \$11.

Marine Insurance Shares.—Unions sold at \$835. China Traders have buyers at \$874; and North China at 115. Yangtze are wanted at \$1674. Canons sold at \$195.

Fire Insurance Shares.—A few Hongkongs fetched \$325, but more shares are on offer. Shipping Shares.—Hongkong, Canton and Macao changed hands at \$29 and \$294, closing with sellers at \$294. Indo-Chinas are unchanged here and in Shanghai, while the London quotation is £3. 10s. 0d. for preference and £1. 7s. 6d. for deferred shares. China and Manila have sellers at \$14. Douglasses are quiet, but steady at \$33. Star Ferries, as well as Water Boats are unchanged. Shell Transports are quiet at 47 shillings; the London rate is 47s. 6d. sellers.

Refiners.—China Sugars are quiet again at \$122. Luzons sold at \$18, and are offering at \$20.

Mining Shares.—Charbonnages and Raubs are unchanged. Chinese Engineering and Mining Company's shares have buyers at 11s. 17d.; the total output of the Company's three mines for the week ended 5th instant, amounted to 31,977 tons of coal, and the sales during the same period to 38,042 tons.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Docks are offering at \$90. Fenwicks, as well as New Amoy Docks are unchanged. Shanghai Docks have advanced in the North to 75. Hongkong and Kowloon Wharves sold at \$42 to \$43, closing with buyers at latter figure. Shanghai and Hongkong Wharves advanced in the north to 11s. 14d., at which rate sellers prevail.

Lands, Hotels and Buildings.—Hongkong Lands changed hands at \$94, but shares are obtainable at \$91. Kowloon Lands have sellers at \$35. Hongkong Hotels can be placed at \$83. Shanghai Lands have improved in Shanghai to 11s. 10d. Other stocks under this heading are unchanged and without sales.

Cotton Mills.—Shanghai quotes buyers of Ewoi at 11s. 75d. of Internationals at 11s. 65d. of Loon Kunz Mows at 11s. 67d. and of Sooy Cheat at 11s. 25d. Hongkong Cottons are wanted at \$9.

Sundry Manufacturing Companies.—Hongkong Electric have been done at \$184 and \$18, and a few are for sale at the higher rate. Gas shares have buyers at \$100, ex an interim dividend of 5 per cent, on account of 1908, paid in London on 3rd October. Green Island Cement shares sold at rates ranging between \$9.80 and \$10, and close with sellers at \$9.90. Other stocks under this heading are unchanged and no sales have been reported.

Miscellaneous.—Langkats have buyers at 11s. 80d. the following telegraphic information, dated 16th instant, has been received from the Sumatra Director and Manager in Langkat: "Daily aggregate output of crude petroleum 90,000 gallons; crude petroleum in tanks at date 380,000 gallons; kerosene made since the date of the preceding half-monthly telegram 90,000 cases; kerosene shipped since 88,000 cases; and kerosene in stock at refinery at date 74,000 cases."

South China Morning Post shares are firm at 194. Watkins are inquired for at \$2. Watsons sold and have buyers at \$91. Other stocks under this heading have not been dealt in and rates show no change. We take this opportunity of wishing all our readers a Merry Christmas.

Intimations.

EXPERIENCED MAID (English) wishes to give her services to lady in return for passage to England or, would undertake care of Children. Good reference.

Address—

E. M.,
C/o Miss Clausen,
2 Bluff, Yokohama.
Hongkong, 22nd December, 1908. (1098)

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 8, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library. Ladies are eligible as Members. Entrance Fee, Five Guineas, Annual Subscription, Five Guineas. Further particulars from

THE ORGANISING SECRETARY,
84, Piccadilly, W.
London, 19th August, 1908. (766)

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd Decr, 1908. (118)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. (118)

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 15 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 15 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 15 minutes
2.15 p.m. to 3.00 p.m. ...Every 15 minutes
3.30 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 8.00 p.m. ...Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 30 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes
10.30 a.m. to 11.00 a.m. ...Every 15 minutes
11.45 a.m. to 12.00 noon ...Every 15 minutes
12.00 Noon to 1.00 p.m. ...Every 15 minutes
1.00 p.m. to 1.50 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 15 minutes
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

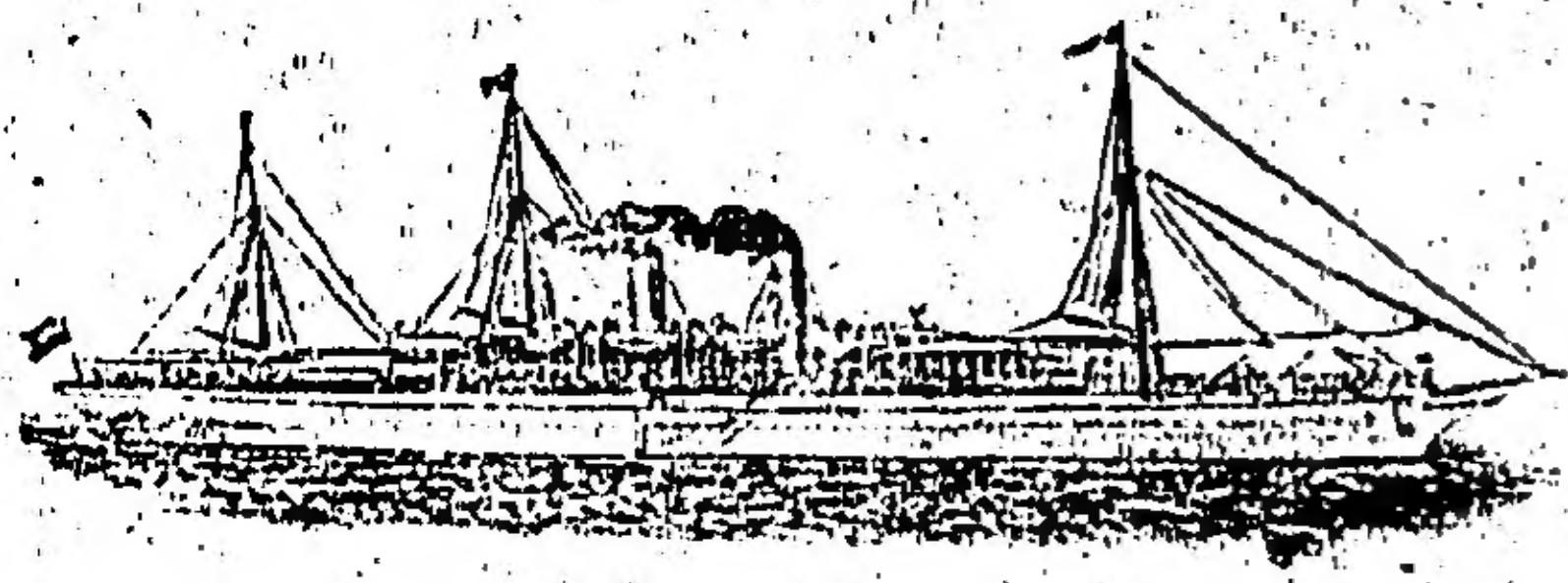
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, 115, VICTORIA ROAD CENTRAL.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th Decr, 1908. (119)

To Let.

TO LET.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 5th, 1909.
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"MONTEAGLE"	6,163	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 21st

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate or Steamer, and 1st Class on Railways..... £40. £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, SWATOW, SHANGHAI, WEL, HAIWEI, CHEFOO & CHING, WANTAO, SHAPONG, PENANG & CALCUTTA, MANILA, SHANGHAI, MANILA, MANILA, SHANGHAI, YOKOHAMA, KOBE, & MOJI	FOOSHING, CHEONGSHING, HANGSANG, LUANGSANG, YUENSANG, FOOSANG	MONDAY, 18th Dec., 4 P.M. MONDAY, 18th Dec., 4 P.M. TUESDAY, 20th Dec., Noon. TUESDAY, 20th Dec., 4 P.M. THURSDAY, 21st Dec., 4 P.M. FRIDAY, 22nd Dec., 4 P.M. MONDAY, 11th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kiung*, *Nanyang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Jaland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.
Hongkong, 26th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	TO SAIL.
AMOI & SHANGHAI, MANILA, CHEFOO & DALNY, SHANGHAI, HAIPHONG, MANILA, ZAMBOANGA and USUAL, AUSTRALIAN PORTS	CHINKIANG, TEAN, HANYANG, SHAOHING, HUPEI, TAIKING, CHANGSHA	27th Dec., Daylight. 29th 3 P.M. 29th 4 P.M. 29th 5 P.M. 30th 10 A.M. 31st Jan., 3 P.M. 29th 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Rates, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.
Hongkong, 26th December, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at Noon.
ROBI	2540	Almond	"	SATURDAY, 9th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 26th December, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 29th inst., at 12 o'clock Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 23rd December, 1908. [1108]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA
SUEZ CANAL.
With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI."
Captain Williams, will be despatched as above on TUESDAY, 5th January.

For Freight, apply to
JARDINE, MATHESON & Co., LD.,
Agents (India Line, Ltd.),
Hongkong, 12th December, 1908. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."
Captain Helms, will be despatched as above on THURSDAY, the 7th January, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 21st December, 1908. [1095]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE"
will be despatched for the above Ports about end of January, 1909.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th December, 1908. [1112]

THE BANK LINE LIMITED.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points, in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
VICTORIA, B.C., SEATTLE & TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
Inveric	4,789	Boyd	Jan. 14
Bovoric	4,445	Mathie	Feb. 14
Savvic	5,232	Shotton	Mar. 11

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED.
General Agents.

Queen's Buildings,
Hongkong, 17th December, 1908. [19-20]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" ...Capt. E. S. CROWN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S. S. CO., LD.,
and
SHIU ON S. S. CO., LD.,
No. 5, Queen's Road West.
Hongkong, 1st Dec., 1908. [10]

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK Only:
S.S. "SIKH" 29th Dec.

FOR BOSTON & NEW YORK:
S.S. "MUNCASTER CASTLE" 19th Jan.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 24th December, 1908. [1031]

Intimations.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$35 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Paid subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

T. E. MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908. [1101]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the great remedy for all the most common and dangerous diseases of the human system, and has been used by the Continental Hospitals of Berlin, Vienna, and London, and is now being used by the most eminent medical men in all the world.

It is a powerful agent in the removal of all the poisons of the system, and is a most valuable remedy for all the diseases of the human system, and is a most valuable remedy for all the diseases of the human system.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 24th December, 100 cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bullock's Brains—Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tau-keek..... set

" Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Poi

" Shoulder—Yeung Shau

" Pig's Chlings—Chi cheong

" Brains—Chi Kwau..... per set

" Feet—Chi Keek

" Fry—Chi Chak

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Koo

" Pork Chop—Chi Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pal

